

FORM A - AREA

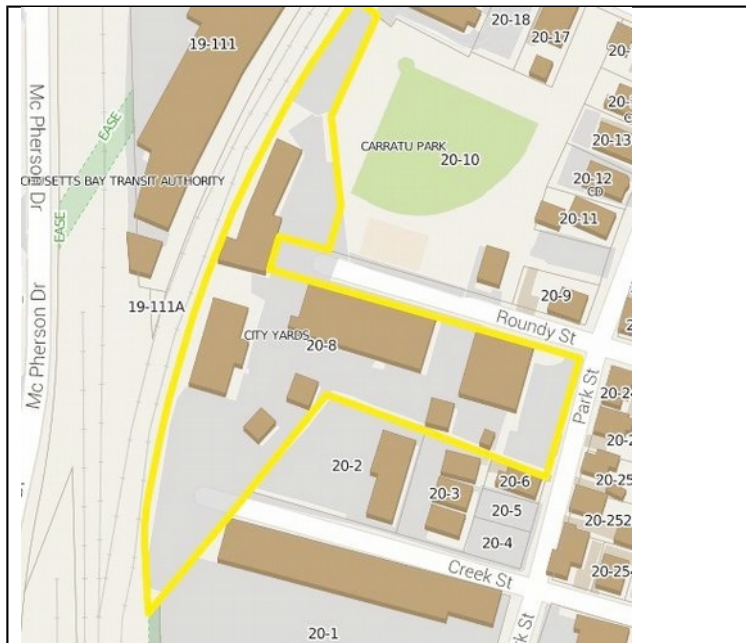
MASSACHUSETTS HISTORICAL COMMISSION
MASSACHUSETTS ARCHIVES BUILDING
220 MORRISSEY BOULEVARD
BOSTON, MASSACHUSETTS 02125

Photograph



Photo 1. Municipal Garage (foreground) and Water Service Building (background): View west.

Locus Map (north at top)



☒ see continuation sheet

Assessor's Sheets USGS Quad Area Letter Form Numbers in Area

20-8

Salem

BEV.
AV

see data
sheet

Town/City: Beverly

Place (*neighborhood or village*):
Downtown

Name of Area: Public Works Department Complex

Present Use: municipal (industrial)

Construction Dates or Period: 1934 – ca. 1965

Overall Condition: good to fair

Major Intrusions and Alterations:
Window and door replacements (L 20th c)

Acreage: 2.48

Recorded by: Wendy Frontiero and Pamela Hartford

Organization: Beverly Historic District Commission

Date (*month/year*): September 2016

INVENTORY FORM A CONTINUATION SHEET
MASSACHUSETTS HISTORICAL COMMISSION
220 MORRISSEY BOULEVARD, BOSTON, MASSACHUSETTS 02125

BEVERLY PUBLIC WORKS DEPT. COMPLEX

Area Letter Form Nos.

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☐ Recommended for listing in the National Register of Historic Places.
If checked, you must attach a completed National Register Criteria Statement form.

Use as much space as necessary to complete the following entries, allowing text to flow onto additional continuation sheets.

ARCHITECTURAL DESCRIPTION

Describe architectural, structural and landscape features and evaluate in terms of other areas within the community.

The Public Works Department Complex at 148 Park Street occupies a large, T-shaped site containing nearly 2.5 acres of land. The property is bordered by Park Street on the east, Roundy Street on the north and east, and MBTA railroad tracks on the west. The eastern edge of the property slopes downward from Park Street, which is approximately one story higher than the flat western portion of the site. Park Street is characterized by dense residential development to the north and east of the property. An athletic field (Carratu Park) is located adjacent to Roundy Street to the north, and light industrial uses are common to the south of this parcel.

The Public Works Department Complex contains seven separate structures of various styles, materials, sizes, forms, and age; they are scattered through the center of the site, near the Roundy Street axis. Most are one-story rectangular buildings of masonry construction, typically utilitarian in both appearance and function, and constructed in the second and third quarters of the 20th century. Poured concrete retaining walls frame two sides of the front parking lot, and the Park Street edge is further defined by a low chain link fence on a concrete curb, between the front parking lot and the sidewalk. Most of the site is paved to accommodate service vehicles.

At the corner of Park and Roundy streets, is the Municipal Garage (1941-42; Photos 1, 2, and 3) is the most prominent building on the site. It faces Park Street and is set back from the street edge behind a large paved parking area. Measuring 80 feet (north/south) by 70 feet (east/west), this building rises to a flat roof above its one-story east (façade) elevation, with a fully exposed basement at the side and rear elevations. The east (façade) elevation is faced with Flemish-bond brick and surmounted by a stepped parapet. It is distinguished by two vehicle bays in the center flanked by a single large window on each outer bay; each of these openings has a segmental arch and gauged brick lintel with a granite keystone. The side and rear elevations are clad with small granite blocks (somewhat larger in size than paving stones) and feature varied, mostly symmetrical arrays of small and large window openings. The building's windows and pedestrian doors typically exhibit segmentally arched openings with double course lintels; all window openings have been filled in with wood sheathing and fitted with small replacement window sash. Three large vehicle bays on the rear (west) elevation have rectangular openings and a continuous concrete lintel. Visible structural elements include concrete piers in the basement and steel framing at the first floor.

Twin stone structures were added in the middle of the property in the 1930s, built at separate times but very similar to each other in design, form, and materials. The DPW Garage (1934) on the west and DPW Repair Shop and Garage (1937) on the east (Photos 4 and 5) are large, one-story volumes built of small granite blocks with segmentally arched openings, like the Municipal Garage, surmounted by shallow front-gable roofs. These two closely-spaced structures appear to have been originally connected at their southern end by a small link of matching masonry construction; the northern end of the intermediate space was later enclosed with a wood frame façade and a low shed roof. The gable-end elevations of the two main blocks each contain a central vehicle entrance, which is rectangular with a concrete lintel on the north façade of the eastern block and segmentally arched in other locations. Segmentally arched window openings appear in both wide and narrow sizes. Building elevations are generally symmetrical, with minimal fenestration; all doors and window sash are modern replacements. Visible structural elements include wood ceiling joists and massive steel I-beams in the DPW Garage on the west. An open, five-bay shed for vehicle storage lines the east side of the DPW Repair Shop and Garage; it features steel posts on concrete bases, wood beams and ceiling joists, and a shed roof.

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Completing the trio of mid 20th century buildings in this complex is the Blacksmith Shop (1944; Photo 6). This small concrete-block building rises one story to a low hip roof. A narrow pedestrian door and larger vehicular bay occupy its asymmetrical north (façade) elevation, while fenestration on the asymmetrical side and back elevations consists of rectangular windows with steel sash of varied sizes. A brick chimney rises above the east slope of the roof.

Facing the western terminus of Roundy Street, the linear shape of the Water Service Building (ca. 1965 and following; Photos 1 and 7) is aligned along the western edge of the property. This building consists of a two-story center section (containing offices) and one-story garage wings to the north and south, all with flat roofs. The three-bay east (façade) elevation of the middle segment has a brick veneer center bay with a recessed center entrance, and outer bays containing a band of four vertical windows at each floor, separated by metal spandrel panels. The side walls of this center segment are clad with brick. The long north wing, constructed of concrete block, has three large vehicle bays grouped at its northern end. The southern wing is a tall, one-bay structure known as the Packer Garage; it features a large vehicle bay on its east (façade) elevation and corrugated metal sheathing on its south elevation.

The site contains several late 20th century utilitarian structures. Immediately to the southwest of the Municipal Garage is a compact, open Gravel Storage Shed (late 20th c.), which is comprised of concrete walls and a wood-frame roof cap. Just south of the Water Service Building is the Salt Shed (ca. 1997), a very large wood-frame structure with a high gambrel roof. To its southeast stands a modern Fuel Island and Canopy (1998) that contains three gasoline pumps.

The Public Works Department Complex is a notably intact complex of small-scale industrial buildings related to public services and infrastructure, constructed over a period of more than 60 years. Although not well maintained, it is an unusual survival of such utilitarian building types. Alterations consist mainly of blocked-in window openings with a variety of modern replacement sash inserted in the pre-World War II buildings.

HISTORICAL NARRATIVE

Explain historical development of the area. Discuss how this relates to the historical development of the community.

The site at Park and Roundy streets has been owned and operated by the City of Beverly for public works and other infrastructure since the late 19th century. The western edge of the site occupies filled land that was previously traversed by a thin finger of the Bass River. The surrounding area, proximate to both the waterfront and the Eastern Railroad, (1839) attracted a variety of industrial uses and worker housing to this area in the late 19th and early 20th centuries. The current masonry buildings on this property, dating from the mid to late 20th centuries, replace original wood frame structures built for city stables and water supply services at the turn of the 20th century. Today the property accommodates a panoply of municipal services under the oversight of the Department of Public Services and Engineering.

Beverly was incorporated as a city in 1894, and the first mayors emphasized the improvement of municipal services. As one local historian noted only three years later, "Since the city government was organized, the city has made rapid strides forward in making public improvements. Among the many of the more important ones may be mentioned, the purchase of land on the seashore for park purposes, the building of sidewalks, macadamizing streets, the watering thereof, and the separating of two of the most dangerous railroad grade crossings in the city." (Morgan: 21.)

In the 1897 atlas, the present site was undeveloped and bisected by a narrow inlet that ran from southwest to northeast through the property. The open land at the southwest corner of Park and Roundy streets was owned by E. P. Rich. Shortly thereafter, the City Stables were constructed at this corner. The Stables appear in an historic photograph as a large, barn-like, wood frame structure of 2 ½ stories, its gable end facing Park Street; an attached one-story wagon shed extends to the south (Photo 8). A sign on the front wall names the building and the year 1897.

The Walker atlas and Sanborn map of 1907 show a long row of sheds oriented east/west to the southwest of the stable; the Sanborn map labels that structure as a combination "wagon shed" and "steam roller house". This structure is no longer extant, but survived until at least 1950.

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The city water department likely occupied this property by 1907, when a one- and two-story wood frame building owned by the City is shown facing the northwest end of Roundy Street (not extant). Specifically identified as the water department by 1919, the L-shaped structure survived at least until 1963. (Photos 9 and 10)

The narrow waterway that bisected the site was filled between 1907 and 1919. In the latter year, the buildings at the eastern end of the site were labeled "Street Cleaning Department". At the same time, another wood-frame outbuilding (not extant; later identified as a sewer pipe storehouse and a wood working shop) was aligned parallel with the southwest end of Roundy Street, across from the Water Department.

Construction of the current buildings on the site commenced in the 1930s, using federal funds from the Works Progress Administration (WPA) and related programs such as the Civil Works Administration (CWA) and Emergency Relief Administration (ERA). During the Great Depression, Beverly used these new civic improvement and economic incentive programs to renovate City Hall, construct Hurd Stadium, and build and upgrade public parks, roads, cemeteries, and water supply and drainage throughout the city. The now-connected DPW Garage and DPW Repair Shop and Garage were constructed in 1934 and 1937, respectively, the former as a CWA Project and the latter by the WPA. The DPW Garage was designed to hold 12 cars and was built at an estimated cost of \$6,000. The building permit for the DPW Repair Shop and Garage identifies it solely as a garage; its estimated construction cost was \$17,000. The building was used as a road machinery repair shop by 1950.

The Municipal Garage at the corner of Park and Roundy streets was constructed as a WPA project in 1941-42 at a cost of \$41,884. The Department of Public Works' annual report for 1942 noted that this garage "has afforded much needed space for offices, storage of trucks, and supplies" (*Municipal Documents*, 1942: 185). The mayor's address in that year added that "The completion of the new garage and storage building will be a definite asset to this [public works] department" (*Municipal Documents*, 1942: 5)

The Blacksmith Shop, to the southwest of the 1930s garages, was built in 1944. It serviced both horses (which were utilized in Beverly into the 1950s) and metal work for mechanical equipment.

Architectural plans for the Blacksmith Shop and Municipal Garage were drawn by Edgar Mitchell (1907-1993), a civil engineer who worked for the City. The building permit for the DPW Repair Shop and Garage identifies Howard P. Williams, Building Inspector, as the architect. Municipal records identify City Engineer Albert H. Richardson as supervising the engineering of the DPW Garage.

The property at 148 Park Street is used today for offices; storage of supplies, equipment, machinery and vehicles; and fuel supply for city vehicles. The Department of Public Services presently encompasses engineering, cemeteries, public parks and athletic fields, maintenance of municipal buildings, highway and sidewalk maintenance and construction, water supply, and maintenance of the city's fleet of multifarious vehicles.

BIBLIOGRAPHY and/or REFERENCES

Beverly city directories, 1897, 1903, 1935, 1943.

City of Beverly, Building Department. Building permits.

_____. Department of Public Services and Engineering. Architectural plans.

City of Beverly. *Municipal Documents* for the years 1934, 1935, 1936, 1937, 1942.

Historic maps and atlases: 1884 Walker; 1897 Walker; 1907 Walker; 1919 Yeager-Kline Co.; and 1907, 1907-50, and 1958 Sanborn.

Interview with Michael Collins, Commissioner of Public Services and Engineering for the City of Beverly. 6 January 2016.

Morgan, William C. *Beverly, Garden City by the Sea*. Beverly, Mass.: Amos L. Odell, 1897.

U.S. Census, 1930 and 1940.

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AREA DATA SHEET

MHC #	Parcel ID	Street Address	Historic Name	Date	Style
BEV.1217	20-8	148 Park St	Municipal Garage (Highway Garage and Office Building)	1941-42	Utilitarian
BEV.1218	20-8	148 Park St	DPW Garage (Bobcat Garage)	1934	Utilitarian
BEV.1219	20-8	148 Park St	DPW Repair Shop and Garage (Motor Pool Building)	1937	Utilitarian
BEV.1220	20-8	148 Park St	Blacksmith Shop	1944	Utilitarian
BEV.1221	20-8	148 Park St	Water Service Building (John H. Fitzgibbons Building) and Packer Garage	ca. 1965	Mid 20th Century Modern; Utilitarian
BEV.1222	20-8	148 Park St	Salt Shed	ca. 1997	Utilitarian
BEV.9008	20-8	148 Park St	Fuel Island and Canopy	1998	Utilitarian
BEV.9009	20-8	148 Park St	Gravel Shed	Late 20 th c	Utilitarian

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SKETCH MAP (north at top)



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SUPPLEMENTARY IMAGES



Photo 2: Municipal Garage, south and east (façade) elevations



Photo 3: Municipal Garage, north and west elevations



Photo 4. DPW Repair Shop and Garage (L) and DPW Garage (R), north (façade) elevations



Photo 5. DPW Garage (L), DPW Repair Shop and Garage (C), south elevations, and Municipal Garage (far R)

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SUPPLEMENTARY IMAGES



Photo 6. Blacksmith Shop, east and north (façade) elevations.



Photo 7. Water Service Building, east (façade) elevation.

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SUPPLEMENTARY IMAGES



Photo 8. City Stables at Park and Roundy streets. East (façade) and north elevations, ca. 1900.



Photo 9. Water Dept. Building at west end of Roundy St. South (façade) elevation, ca. 1900.



Photo 10. Water Dept. Building at west end of Roundy St. West and south (façade) elevations, 1963.